REPORT 4 August 1948 50X1-HUM DATE DISTR. 1 Poland/Czechoslovakia COUNTRY Inland Waterway Development during 1948 NO. OF PAGES 5 SUBJECT NO. OF ENCLS. PLACE ACQUIRED SUPPLEMENT TO DATE OF INFO REPORT NO. 50X1-HUM THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE BEANING OF THE ESPIONAGE ACT SO U. S. C., 31 AND 32, A5 AMERICAD. ITS TRANSLISSING OR THE REVELATION OF 113 CONTROL THE NAMER'S TO AN UNAUTHORIZED PERSON IS PRO-HIBITED BY LAW. REPRODUCTION OF THIS FORM IS PRO-HIDITED, HOU-EVER, HEPGRAATION CONTAINED HE DOO'D OF THE SCOM MAY 88 UTILIZED AS DEEMED NECESSARY BY THE GECEWING ACENCY. THIS IS UNEVALUATED INFORMATION FOR THE RESEARCH USE OF TRAINED INTELLIGENCE ANALYSTS 50X1-HUM

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1. Gliwica-Kozla Canal (Klodnitz Canal).

All the twelve locks of the Gliwice-Kozle Canal have been reconstructed. This canal is now as it was before the war, with the exception of electrotechnical installations which are being completed. A state credit of 35,000,000 zloty has been allotted for these installations. It is expected that the canal will be ready for operation on pre-war scale shortly.

River Odra

Canal

ROZLE
(Cosel)

GLINICE
(Gleiwitz)

2. The Frische Nehrung Canal.

The work of cutting a canal across the Frische Nehrung (the sand ridge which separates the Frisches Haff/Zalew Mislanv from the Baltic) is being carried out at present. The canal is 1.5 km. NE of the Kahlberg Lighthouse. It is 5.5 meters deep and 50 meters wide at the bottom. Vessels of up to 3,000 tons and with a draught of up to 4.5 meters will be able to use it. The first construction during this year will include cutting the cand ridge and strengthening the bunks. Then a nole will be constructed and the entrance to the port will be deepened to 5.5 meters.

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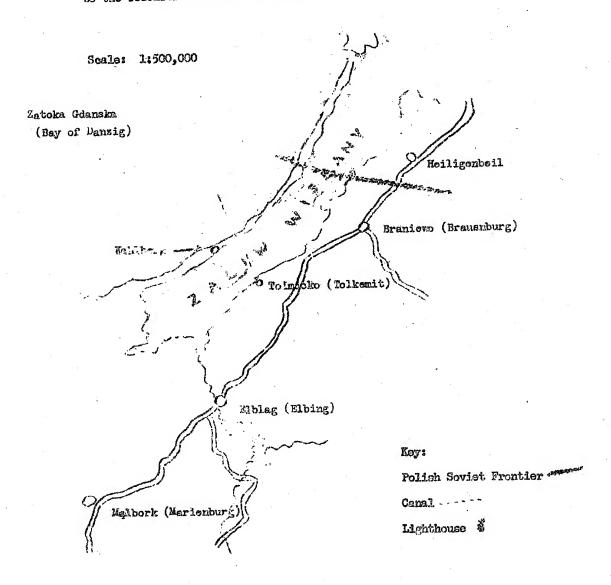
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The third stage will be the dredging of a channel via the Zalew Wislamy and the dredging of the Elbing River. The fourth and final stage will be the reconstruction and refitting of Elblag Port.



3. The Odra (Oder) - Damibo Canal

Construction of the Odra-Danube Canal will be started this year, according to the plans worked out by the Polish engineer, Dziewonski. The canal will run from the Klodnicki Canal via the Odra river to the Morava and Danube rivers. The construction of the canal on Polish territory will be carried out by Hydrotrust, a State enterprise. Work on the Czech sector of the canal will be started in 1949.

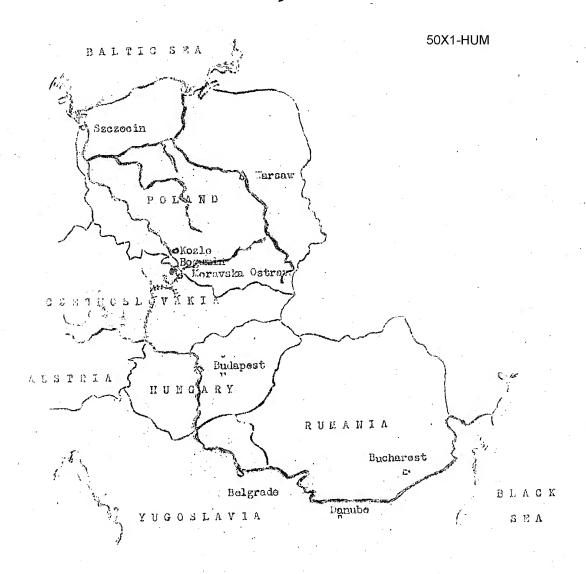
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Vistula River. 40

During 1948 approximately 400,000 cu.m. of fascine will be used for maintenance of the river banks. This work will be carried out mainly on the Warsaw-Modlin-Torun sector.

5. Odra River.

a. Wroclay-Kostrzyn (Küstrin) Sector

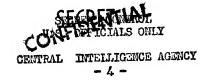
In general, this work will be limited to clearance of the river bed and reconstruction of damaged installations. This amplies especially to the last 50-km. sector, which was not worked on last year.

b. Now Brzeg.

A new lock gate and a new lock will be constructed here.

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c. Bertoszewice (Ny of Wroclaw).

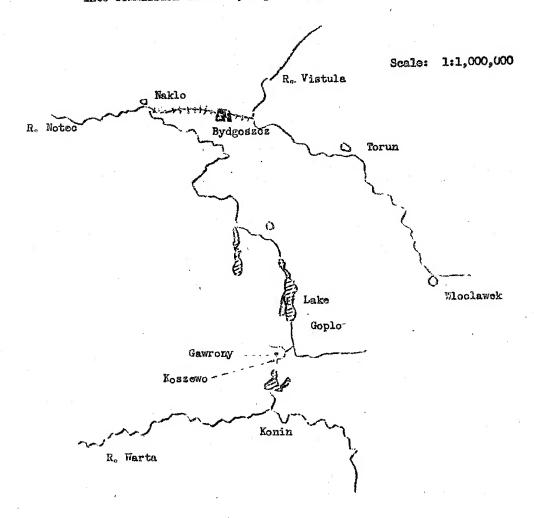
Dams will be reconstructed.

d. Krapie (SE of Wroclaw).

Dame will be reconstructed.

6. <u>Lake Coplo-River Warta Canal</u>

The foundation work of this canal will be completed and a length of 32 km. will be put into commission during 1948. The first two locks are completed. The third one, at Gawrony, is under construction and will soon be ready. It has concrete walls three meters high and 81 meters long and 9.7 meters wide. The lock will take barges of up to 600 tons. The fourth lock at Koszewo (1.5 km. from Gawrony) will be completed by autumn 1948. It is planned to put the Goplo-Warta Canal into commission in the spring of 1949.



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7. Augustow Capal.

The construction of two rodern locks, for vessels of up to 200-ton displacement, at Borki and Sosnowo, will be completed in 1948.

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